Os. NAVAL AVIATION SAFETY CENTS. U. S. NAVAL AIR STATION NORFOLK, VIRGINIA 23511



NASC/dy Ser 12/1607 13 October 1964

SPECIAL HANDLING REQUIRED IAW OPNAVINST P3750.6 SERIES

From: Commander, U. S. Naval Aviation Safety Center To: Commanding Officer, Patrol Squadron SEVEN

Subj: VP-7 AAR ser 1-64A concerning SP-2E BuNo 131481 accident

occurring 11 May 1964, pilot KOPP

(b) (5)

D. A. WEBSTER By direction

Copy to:
CNO (OP-05F)
BUWEPS (F-12) (2)
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COMNAVACTS SPAIN
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COMFAIRWED
COMFAIRWING 11
BUWEPSREP BURBANK

CNAL 30S Ser: 4982 12 AUG 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66, OPNAVINST P3750.6E

FIFTH ENDORSEMENT on VP-7 serial 1-64A, concerning SP-2E, BuNo 131481, accident occurring 11 May 1964, pilot KOPP

From: Commander Naval Air Force, U. S. Atlantic Fleet To: Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

(b) (5)

W. A. KIERNAN By direction

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CO, VP-7
BUWEPSREP BURBANK

ORIGINAL

CFAWL/3750 Ser: 312/944 6 August 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAVINST P3760.6E

FOURTH ENDORSEMENT on VP-7 AAR Ser 1-64A concerning SP-2E BUNO 131481 accident occurring 11 May 1964, Pilot G. E. KOPP

Commander Fleet Air Wings, U. S. Atlantic Fleet Commander, U. S. Naval Aviation Safety Center To: Via:

(1) Commander Naval Air Force, U. S. Atlantic Fleet

(2) Chief of Naval Operations

Subj: VP-7 AAR 1-64A, 11 May 1964, SP-2E BUNO 131481, Pilot KOPP

BEECHER SNIPES Chief of Staff

Copy to: CINCUSNAVEUR COMNAVAVNSAFECEN (2) Advance CHBUWEPS F-12 COMNAVACTS, Spain COMFAIRWING ELEVEN BUWEPS REP BURBANK CO, VP-7

AUTHENTICATED:

R. F. FALKENSTEIN Flag Secretary

11

FF1-3 3750 Ser: 32/2066

2 2 JUL 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAVINST P3760.6E

THIRD ENDORSEMENT on VF-7 AAR ser 1-64A concerning SP-2E BUNO 131481 accident occurring 11 May 1964, Pilot G.E. KOPP

From: Commander in Chief, U. S. Naval Forces, Europe To: Commander, U. S. Naval Aviation Safety Center

Via: (1) Commander, Fleet Air Wings, U. S. Atlantic Fleet (2) Commander Naval Air Force, U. S. Atlantic Fleet

(3) Chief of Naval Operations

Subj: VP-7 AAR 1-64A, 11 May 1964, SP-2E BUNO 131481, Pilot

Encl: (7) VP-7 AAR ser 164A First Supplementary Report Ser 621 of 2 July 1964 with COMPAIRMED FIRST ENDORSEMENT ser 988 of 8 July 1964

1. Forwarded, readdressed.



ROCER W. MEHLE . ACTING CHIEF OF STAFF

ORIGINA,

FF1-3 3750 Ser: 32/

COMMAVAVNSAFECEM (2) Advance COMMAVAIRLANT (Advance) CHEUWEPS F-12 COMMAVACTS, Spain COMPAIRWING ELEVEN COMPAIRMED BUWEPS REP BURBANK CO, VP-7

N3:hd 3750 910

2 2 JUN 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAVINST P3760.6E

SECOND ENDORSEMENT on VP-7 AAR ser 1-64A concerning SP-2E BUNO 131481 accident occurring 11 May 1964, Pilot G. E. KOPP

From: Commander Fleet Air, Mediterranean

To: Commander, U.S. Naval Aviation Safety Center

Via: (1) Commander in Chief, U.S. Naval Forces, Europe

(2) Commander Naval Air Force, U.S. Atlantic Fleet

(3) Chief of Naval Operations

Subj: VP-7 AAR 1-64A, 11 May 1964, SP-2E BUNO 131481, Pilot KOPP



(b) (5)

W. W. KELLY Chief of Staff

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CO, VP-7



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OPNAV INST P3750.6E

> VP-7/00:th 3750 512 8 JUN 1964

FIRST ENDORSEMENT ON VP-7 AIRCRAFT ACCIDENT REPORT SER 1-64A CONCERNING SP-2E BUNO 131481 ACCIDENT OCCURRING 11 MAY 1964, PILOT LT G. E. KOPP

Prom: Commanding Officer, Patrol Squadron SEVEN, Navy No. 537, Fleet Post Office, New York, New York

To: U. S. Naval Aviation Safety Center, U. S. Naval Air Station, Norfolk, Virginia

Via: (1) Commander Fleet Air, Mediterranean

(2) Commander Naval Air Force, U. S. Atlantic Fleet

(3) Chief of Naval Operations

Subj: Aircraft Accident Report

1. Forwarded,



T. A. GRAHAM rahaw

Copy to:
NAVAVNSAFECEN (2)
CHIEF BUWEPS F-12
CINCUSNAVEUR COMNAVAIRLANT
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BUWEPS RE BURBANK

OPNAV FORM 3750-1A (Rev. 3-63) Page 1

Pare, 66, OPNAV INSTRUCTION 3750.6, offer

PART 1 GEHERAL 1. AIRCRAFT ACCIDENT BOARD APPOINTED BY 1 2 SERIAL NO. # 3. DIG (LOCAL) OF MISHAF # 4. MODEL AIRCRAFT 5. BUREAU NUMBER O. PATRON-SEVEN 1-64 110340 MAY SP2E 131481 6. # 9. LOCATION OF MICHAP 10. DAMAGE # TO: Commander, Naval Aviation Safety Center 36-17N 06-30W (AT SEA)
11. TIME OF DAY # 12. TIME IN FLIGHT 7. VIA: COMMANDING OFFICER VP-7 # 18. 4. # 13 FLIGHT CODE * COMPATRMED/COMNAVACTSMED NIGHT 6+23 3Q2 14. CLEARED COMNAVATRIANT FROM: CHIEF OF NAVAL OPERATIONS TO: NS ROTA NS ROTA 15. TYPE CLEAFANCE # 16 AIRSPEED 17. A/C WEIGHT **OPERATIONAL** EST. 65,300 UNKNOWN LA BRIEF DESCRIPTION OF MISHAP # 119. ELEVATION AT TIME OF MISHAP COLLISTON WITH WATER CAUSE UNKNOWN St. O TELEVIN 20, LIST MODEL BUIND, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER AVC INVOLVED (Deciden CIPNAF From 3794) for couch A/Q FACTOR FACTOR IVI FACTOR ENTERS. DIVING co ti the that, and 4 middle initial) N- 12. 1985 3 EL ROPE NO. 4 45 100 VE SHE FROT (et controle et line of mishap) SOLLEY. KOPP. GEORGE E. 1310 USN PPC UNK COUT LOT (Hickory to commit separate DEAN, GARLAND L. USN CP UNK ITEM 0 MIL MODELS ALL. CY LANDINGS DAY/NIGHT 1380 SHIA IN MODEL ALL FILL MODELS IN LAST 12 MONTHS FOLP LANDINGS LAST 6 MONTHS 595 IN MODEL 19 25 ALL 26 ALL MODELS IN LAST 3 MONTHS INSTRUMENT HOURS LAST 3 184 MONTHS ACTUAL/SIMULATED 26 IN MODEL 25 AVC 1104 20. ALL 29 ALL SCHESTIMS MODEL EXC HIGHT HOURS LAST 3 MONTHS OFT/CPT UNKNOWN IN MODEL 29 15 A/C 21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap) PILOT ALL SERIE THIS MODEL AST 12 A JATHS OFT/CPT UNKNOWN 16 A/C ALL SERIES THIC MODEL LAST 3 MONTHS 184 9 MAY 64 DATE LAST PRIOR FUGHT ALL SERIES OFT, CPT UNKNOWN THIS MODEL MORATION 8.7 24 DATE/1991 E LAT NATOPS TYPE INSTRUMENT CARD STANDA IDIZATION CHECK 25. NAME (Last, Sat, & middle initial) 27. 85 NA./ PATE STANCE NO. BALET MICH OF SERVICE DULL PODITION CORRIGAN, WILLIAM J. LT USN U NAV UNK FLOWERS. BILLY D AMS] USN OTHER U PC UNK STONE, JOHN W. ATI USN U RDR UNK GRESHAM. ATN3 USN U JE2 UNK

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PAGE 1
SECTION C PERSONNEL DATA (CONTINUED)

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STEED, JOE L.		ADR2	USN	-		U	MAD	UNK

Special Handling Required in accordance with Paragraph 66, OFNAV INST 3750.6E.

OP-OS

AIRCRAFT ACCIDENT REPORT SPECIAL HANDLING REQUIRED in ercondance with OPNAY REPORT 3750-1 Para. 66, OPNAV INSTRUCTION 3750 OPNAV FORM 3750-1A (Rev. 3-63) (Fective edition PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA HISTORY FUGHT 4. MONTHS S. FLT. HR3. 6. SAST/FAR B. FLIGHT HOURS TYPE OF DAYS HRS. SINCE NO. OF SINCE LAST SINCE LAST RYOVERHAUL PARYOVERHAUL DATE OF MANUFACTURE OVERHAUL LAST CHECK PERFORMED SINCE LAST CHECK SINCE ACTIVITY AST CHECK CALENDAR 19 MAY 1954 5769.1 10 709.5 9.FLIGHT HOURS MAJOR SINCE LAST 3. FLIGHT HRS. SINCE 7. LAST TYPE OF LAST CHECK DAYS. 2. ENGINE SINCE LAST CHECK ENGINE SERIAL MUMBER NUMBER OF WAS DR ACCEPTANCE OVERHAULS REQUES ED? OVERHAUL ACTIVITY PERFORMED LAST CHECK CALENDAR 552809 3191.8 MAJOR 40.1 14 TOWA 721. CALENDAR 36WA 6 532477 3626.1 40.1 713.3 MAJOR 14 21 J34-200361, 1140.2 69.7 MAJOR 2.6 27 .134-201798 712.0 115.1 26 MAJOR 2.6 5. HOURS SINCE LAST OVERHAUL CCMP . MENT MANUFACTURERS TOTAL HRS. NO. OF OVERHAUL WAS DIR REQUESTED! SER. NO. ON PART LVCD NOMENCLATURE PART NUMBER OV-HAULS ACTIVITY: FUR/AMPEUR ARTS REPAIRED 2 PARTS REPLACE 3. DIRECT MANHOURS INVOLVED PART NUMBER NOMENCLATURE PART NUMBER NOMENCLATURE JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage) 1. ALTITUDE 2. IAS 4. EGT 5. MANEUVER AT 1.45 OF 3. RFM 7. AT. T 6. FUEL FLOW ATT ME OF FLAMEOUT PLAMEOU 3. G FORCE S. RELIGHT 12. MAX EGT 13. FUEL CONTROL 14 NO. F. GHT 10 ALTITUDE 11 IAS ATTEN TIE ATTEMPTED ACCOMPLISHED PRIMARY MANUAL 15. ENGITE SYMPTOMS INTENTIONS L 16. CAUSE OF SYMPTOMS SECHRE RECIPAUCATING ENGINE FAILURE TO ALTOUDE 20. R714 18. AS 19. ATTITUDE 21. MAP 22. TOROUE/BHEP 23. FUEL FLOW 24. OIL PRESSURE PRESSURE JAMICT'N STAL S. ENGINE SYAPTOMS 26. CAUSE OF SYMPTOMS SECURE IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP REPORT 1. AMPFUR SCRIAL NUMBER_ 2. DIR METELGE REQUEST DATE-TIME-GROUP, lefo NASC on DER reposts. See pure. 38 OPNAVINST 13150.67. 3. OTHER OTHER

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OPNAY INST P3750.6E

PART V - THE ACCIDENT

On 10 May 1964 SP-2E BUNO 131481 departed Naval Station Rota, Spain at 2017Z (2117Z Local) on a scheduled operational flight. The Plane Commander MT George E, KOPP, 1310, USN filed an Instrument Flight Rules clearance to a prescrenged point out of controlled air space from which the aircraft took departure on an operational clearance in accordance with Visual Flight hules. Flight guard for the operational portion of the flight was maintained by P.CRON SEVEN via single-side-band base radio. The area of operation was well defined and coordinated VP/DD operations were anticipated, therefore, the pilot was briefed to send hourly "Plan" reports. A "Plan" report was received at 2130Z and at 2220Z. BUNO 131481 attempted contact with base radio at 2349Z, 2352Z, 2354Z and at 0045Z. The aircraft was received loud and clear, however two way communications could not be established and no exchange of traffic took place in single-side-band subsequent to the 2220Z "Flan". At 0045Z BUNO 131481 relayed an "Ops normal" report to the squadron via Rota tower on VHF. Post accident interviews with members of the CIC watch aboard the USS MO.LE DD-693 revealed that BUNO 131481 had not established UNF communications with a controlling ship at anytime during the flight. This is. not considered significant to the accident since the PATRON SEVEN aircraft on station prior to BUNO 131481 had also failed to establish communications with a controlling ship. This fact is mentioned to remove from the reader's mind any question as to the last known air/ground communications with the aircraft prior to the accident.

At 0405Z SP-2E BUNO 131418, a VI-26 aircraft under the operation control PART V - PAGE 1

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PR GRAPH 66 OFNAV INST F3750.65

of VP-7, launched on an operational mission as relief for BUNO 131481 and at approximately 0425Z established communications with the USS MOLLE LD-693. ...t 0433Z SAR was alerted based on lost communications and the USS MOLLE was requested by the pilot of the VP-26 aircraft BUNO 131418 to assist.

At 0450Z a message was received by the Naval Station Rota Operations

Duty Officer via relay through Gibraltar and Seville Control that the Spanish

fishing craft BERLIA had sent the following message: "0240 GMT SIGHTED AIRCR FT

ON FIRE FALLING INTO THE SEA AT 3617N 0630W AFFROX 16 MILES DE CALIZ CUS SW

DEARCHING AREA FIND NO SURVIVORS". This position was relayed to the SAR

aircraft BUNO 131418 at 0507Z, and to the USS MOALE. The USS MOALE plotted

the position and vectored the SAR aircraft on top. A positive DATUM was

established at this position based on sighting of debris and an oil slick at 653

Post accident interviews with the masters of Spanish fishing vessels BTRDIA and ARFON revealed the following:

At approximately O210Z BERDIA sighted an aircraft heading southeast. The aircraft disappeared from view and a short time late reappeared on a norther heading. The aircraft passed within an estimated 1 mile of BERDIA and "appeared to be descending". The estimated altitude of the aircraft at this time was 1500 feet. The aircraft disappeared from view at the horizon and within approximately 3-5 minutes after the aircraft passed across the bow of the BERDIA the Master of the BERDIA sighted flames on the horizon and immediately turned toward the area. At the time of first sighting flames BERDIA was approximately 8 miles from what later proved to be the impact area. BERDIA reports that the aircraft's external lights were on and exposed no external evidence of difficults.

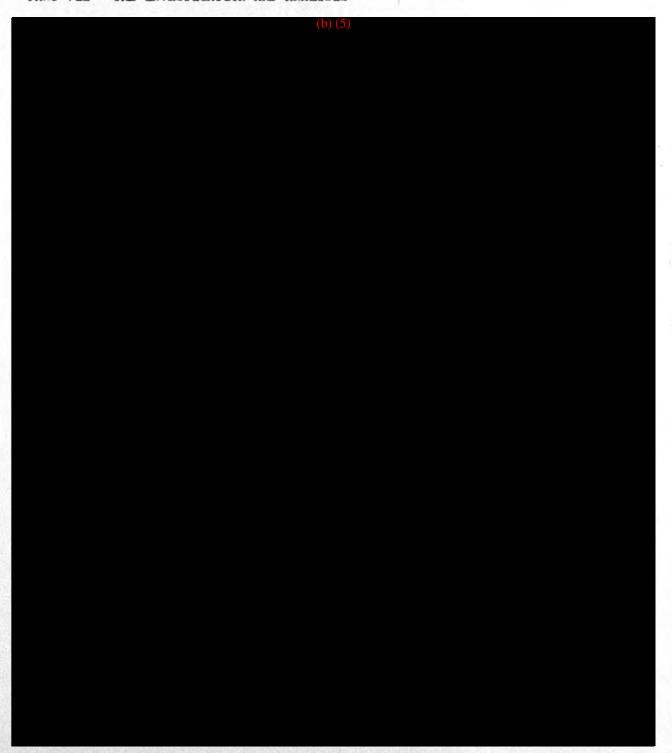
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OFNAV INST P3750.6E

PART VI - DAMAGE TO THE AIRCR .FT

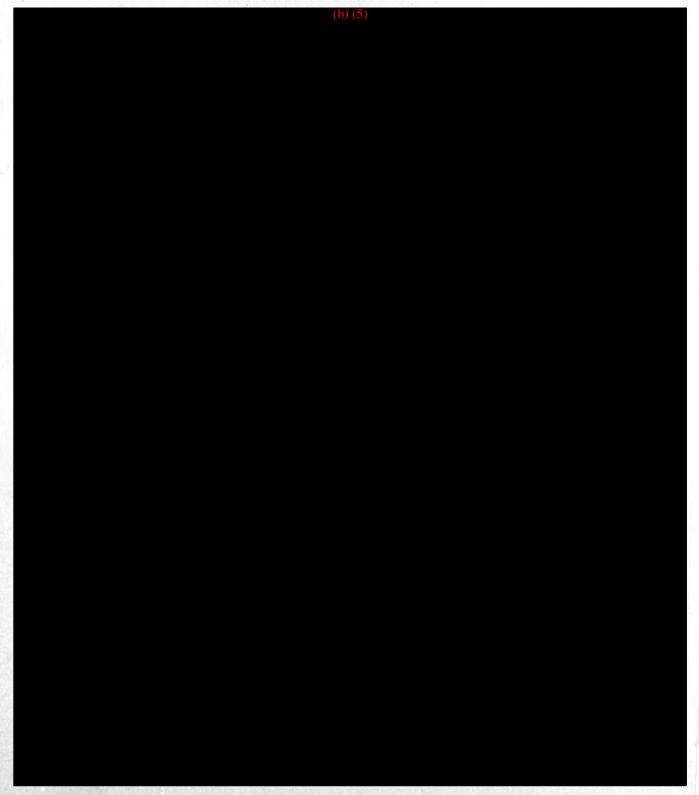
1. As a result of the crash the aircraft was demolished. As shown in enclosures (3) and (4) only small pieces of the aircraft were recovered. These pieces were from many locations within the aircraft. The condition of these pieces indicate that the aircraft hit the water with a violent force and that there was substantial breaking up of the aircraft as a result of the impact.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 CPNAV INST P3750.6E

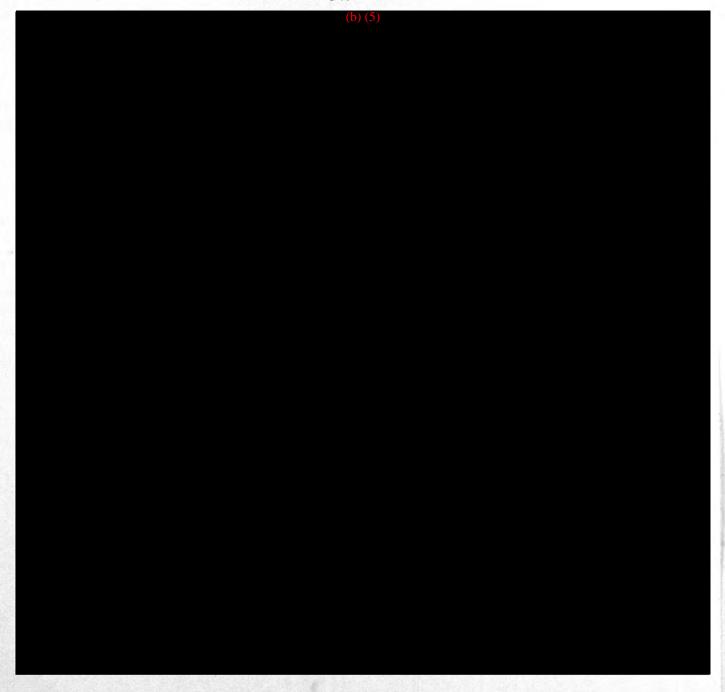
PART VII - THE INVESTIGATION AND ANALYSIS



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OPNAV INST P3750.6E



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARACRAPH 66 OPNAV INST P3750.6E



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OPNAV INST P3750.6E

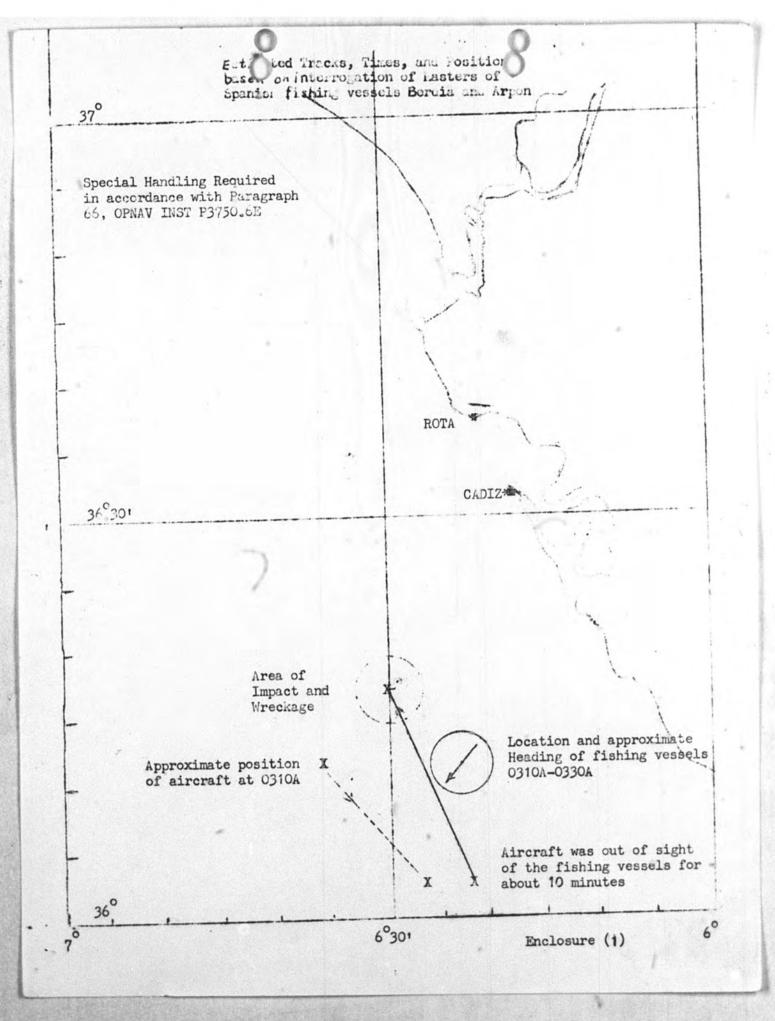
PART VIII - CONCLUSIONS



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OFNAV INST P3750.6E

PART JX - RECOMMENDATIONS

(b) (5)



The following is a transcript of testimony taken by the Aircraft Accident Board on 29 May 1964 at Cadiz. The witness is Spanish Cishing vessel BERDIA and is considered by the Board to be a creditable witness without any aviation experience.



Special Handling Required in 1 of 8 accordance with Paragraph 66, OPNAV INST P3750.6E

Special Handling Required in accordance with Paragraph 66, OPNAV INST P3750.6E

Enclosure (2) Exhibit (a)

Special Handling Required in accordance with Paragraph 66, OPNAV INST P3760.6E

Enclosure (2) Exhibit (a) Special Hardling Required in accordance with Paragraph 66, OPNAV INST P3750.6E

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(b)(6)

Legal Translator/Interpreter Gredential #721.132 issued by the Spanish Ministry of Foreign Affairs, Madrid, Spain. Attached to the Naval Station Rota Security Office.

8 of 8

Special Handling Required in accordance with Paragraph 66, OPNAV INST P3750.6E

The following is a transcript of testimony taken by the Aircraft Accident Board on 29 May 1964 at Cadiz. The witness is (b) (6) Master of the Spanish fishing vessel ARPON and is considered by the Board to be a creditable witness without any aviation experience.

1 of 4

Special Handling Required in accordance with Paragraph 66, OPNAV INST P3750.6E

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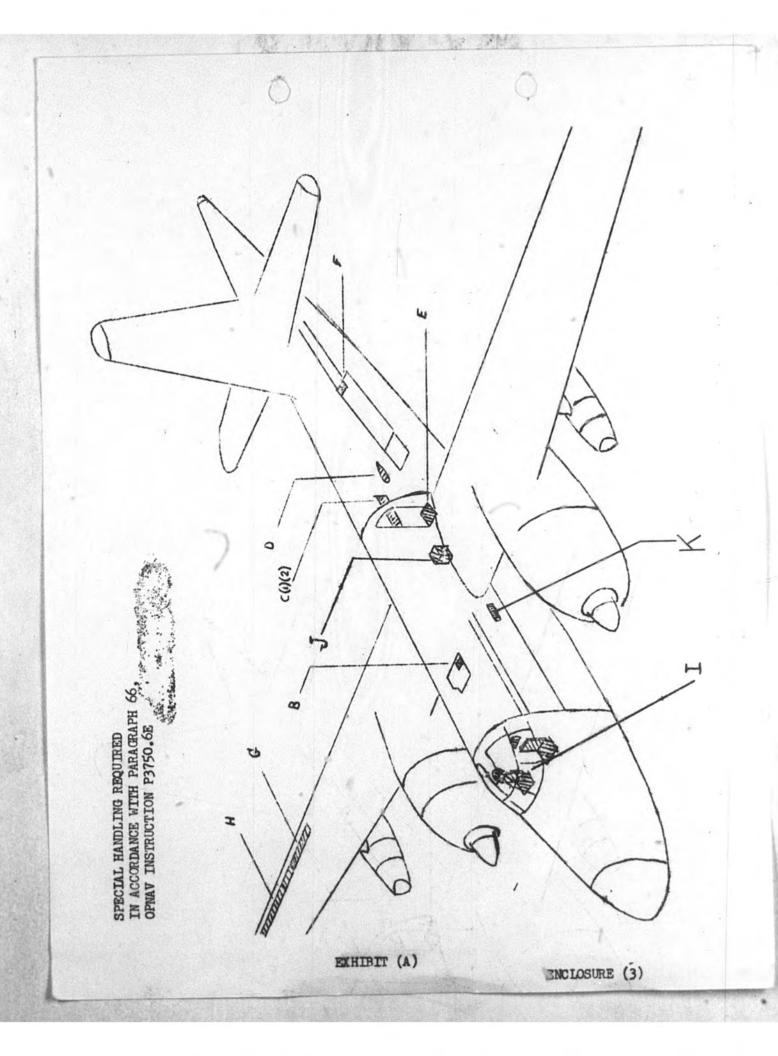
Special Handling Required in accordance with Paragraph 60 OPNAV INST P3750 6E

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Legal Translator/Interpreter Credential #721.132 issued by the Spanish Ministry of Foreign Affairs, Madrid, Spain. Attached to the Naval Station Rota Security Office.

Special Handling Required in accordance with Paragraph 66, OPNAV INST P3750.6E



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1311:yw 5750 Ser 988 8 JUL 1964

SPECIAL HANDLING REQUIRED IN ACCOUDANCE WITH PARAGRAPH 66, OPEAV IN TRUCTION P3760.61

FIRST ELDONSMAENT on CO, VP-7 ltr VP-7/Ol:jts ser 621 of 2 Jul 1964

Prom: Commander Fleet Air, Mediterranean

Commander U.S. Naval Aviation Safety Center, U.S. Naval Air Tos

Station, Norfolk, Va. (1) Commander in Chief, U.S. Naval Forces, Europe Via: (2) Commander Naval Air Force, U.S. Atlantic Fleet

(3) Chief of Naval Operations

Subj: VP-7 AAR ser 1-64A concerning SP-2E BUHO 131481, pilot G.E. KOP.', First Supplementary Report; forwarding of

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CHIEF OF STAFF

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UNITED STATES ATLANTIC FLEET
NAVAL AIR FORCE
PATROL SQUADRON SEVEN

VP-7/01:jts 3750 Ser 621

2 JUL 1964

From: Commanding Officer, Patrol Squadron SEVEN, Fleet Post Office,

New York, New York 09501

To: Commander Fleet Air Mediterranean, Navy Number 510,

Fleet Post Office, New York, New York 09578

Subj: VP-7 AAR ser 1-64A concerning SP-2E BUNO 131481, pilot G. E. KOPP,

First Supplementary Report; forwarding of

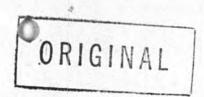
Ref: (a) OPNAV INSTRUCTION P3750.6E

Eacl: (1) First Supplementary Report on VP-7 AAR ser 1-64A, concerning SP-2E BUNO 131481 accident occurring 11 May 1964, pilot G. E. KOPP

(b) (5)

T. A. GRAHAM

COPY to:
CNO
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VP-7/01-nd 3750 Ser: 620

2 JUL 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAV INSTRUCTION P3760.6E

FIRST SUPPLEMENTARY Report on VP-7 AAR Ser 1-64A, concerning SP-2E BUNO 131481 accident counting 11 May 1964, Pilot G. E. KOPP

From: Commanding Officer, Patrol Squadron SEVEN, Fleet Post Office,

New York, N.Y. 09501

To: Commander U.S. Naval Aviation Safety Center, U.S. Naval Air Station, Norfolk, Va. 23511

Via: (1) Commander Fleet Air Mediterranean, Navy No. 510, Fleet Post Office, New York, N.Y. 09578

(2) Commander in Chief, U.S. Naval Forces, Europe, Fleet Post Office, New York, N.Y.

(3) Commander Naval Air Force, U.S. Atlantic Fleet, U.S. Naval Air Station, Norfolk, Va. 23511

(4) Chief of Naval Operations, Department of the Navy, Washington, D.C. 20025

Subj: VP-7 AAR 1-64A, 11 May 1964, SP-2E BUNO 131481, pilot KOPP

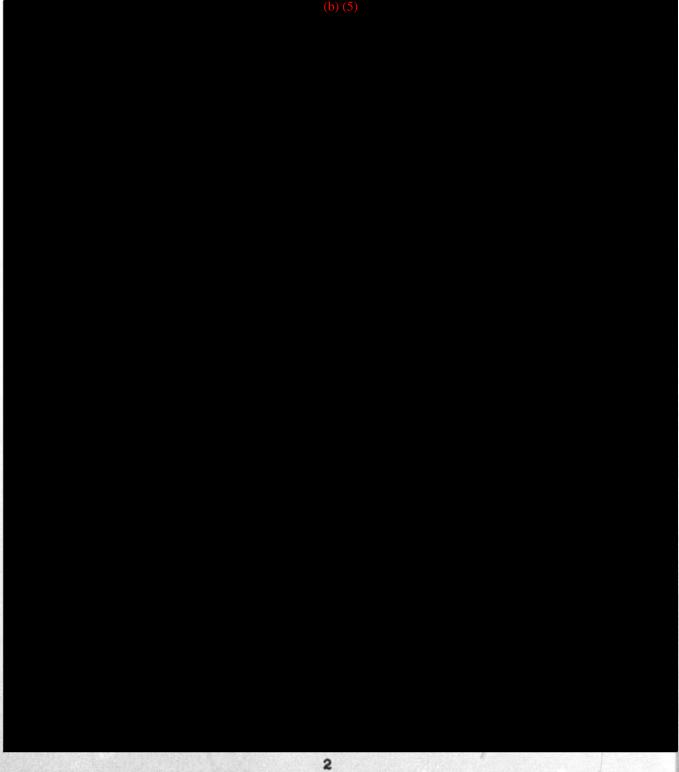
Ref: (a) Commander Fleet Air Mediterranean endersement to subject accident report, ser 910, dated 22 June 1964

Encl: (1) Copy CO PATAON SEVEN ltr sor 788 of 20 August 1963



VP-7/01-nd 3750

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAV INSTRUCTION P3760.6E



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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAV INSTRUCTION P3760.6E

T. A. GRAHAM

4

100-iej 3500 Ser 788 20 AUG 1963

From: Commanding Officer, Patrol Squadron SEVEN, Fleet Post Office, New York, New York

To: Commander Naval Air Force, U. S. Atlantic Fleet, U. S. Naval Air Station, Norfolk 11, Virginia

Subj: Proposed agenda items for forthcoming NATOP'S conference

Par: (a) COMNAVAIRIA NT msg 31.1455Z of July

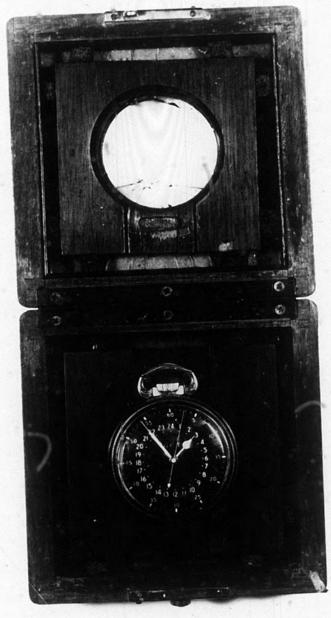
(b) OPNAV Instruction 3510.9A

(c) COMNAVAIRIANT Instruction 3510.2

- 1. In accordance with reference (a), it is requested that consideration be given to modify the requirement of having only the squadron's Standardization Instructor (NATOP'S Officer) administer flight crew check rides. As outlined in reference (b), each PPC and PP2P is to be checked annually by the NATOP'S Officer.
- 2. Due to the Squadron's operational commitments and the number of designated pilots requiring check rides an abnormal load is placed upon the NATOP'S Officer. In addition, when flight crews are on detached duty, or split deployment, it becomes virtually impossible for the Standardization Instructor to ensure continuity and conduct timely checks.
- 3. This command believes that a Squadron Standardization Board comprised of the CO, XO, Operations Officer, NATOP's Officer and other highly experienced (2nd tour) aviators as necessary, can materially assist the NATOP'S Officer without any dilution in the NATOP'S program. Therefore, it is recommended that the Standardization Officer evaluate each member of the Squadron Standardization Board. Upon successful completion of the ground phase and flight phase as set forth in reference (c), each member of the Standardization Board will then assist the NATOPS Officer in conducting evaluation flights on the remaining PPC's and PP2P's in the squadron.

s/P. B. DERR, Jr. P. B. DERR, Jr.

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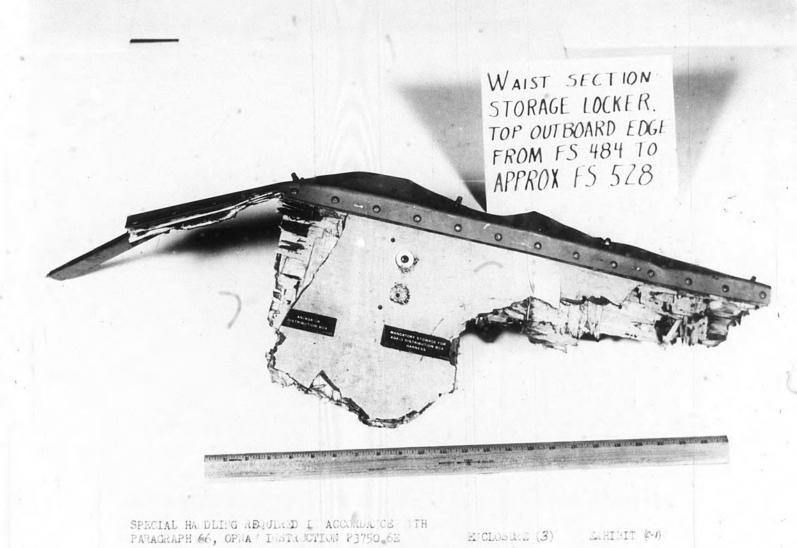


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E CLOSURE (3)

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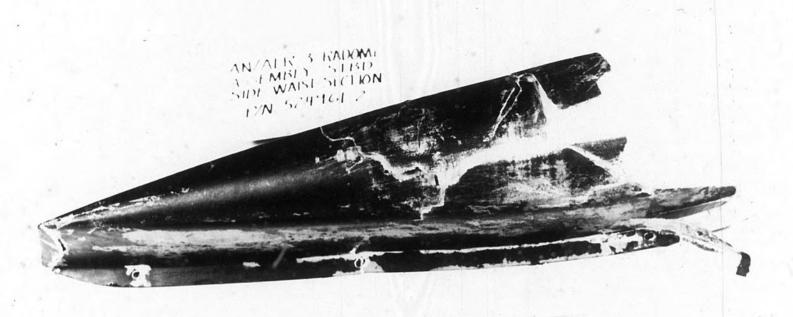


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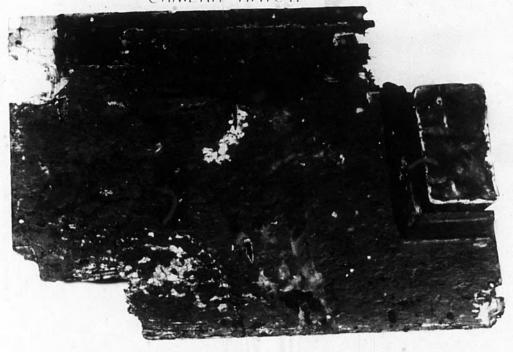
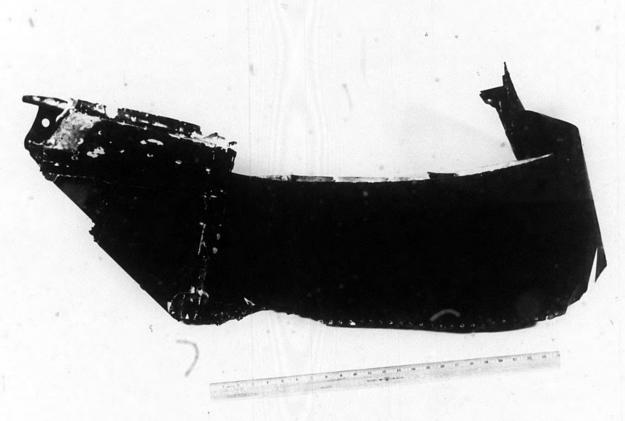


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EXHIBIT (F)



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The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)6) of the
FOIA.